

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

IN THE MATTER OF:

ATTN.: APPLICATIONS DIVISION

APPLICANT: PREUKSCHAT

FOR: CONTROLABLE VIBRATION DAMPER WITH
POWER DAMPING CONTROL

Date: December 5, 2001

PRELIMINARY SIMULTANEOUS AMENDMENT

Hon. Commissioner of Patents
and Trademarks
Washington, D.C. 20231

S I R:

Prior to examination of the present application, please amend as follows:

IN THE CLAIMS:

Change claims 1 to 8 to read as follows:

1. Regulated dashpot with shock-absorption force controls, especially intended for motor vehicles, with at least one flow-regulating system including one or more shock-absorption components for the compression phase and/or for the decompression phase, characterized in that at least one valve assembly is supplied with variable flow impedance by a regulating valve (5, 6, 26, or 31).

2. Dashpot as in Claim 1, characterized by at least one fixed bypass valve (7, 19, 20, or 33) with a constricted cross-section hydraulically paralleling the flow-regulating systems.

3. Dashpot as in Claim 1, characterized by at least one flow regulating system for the compression phase and at least one for the decompression phase in the form of regulating valves (5 & 6) with a variable flow constriction.

4. Dashpot as in Claim 1, characterized by previously adjusted pressure-dependent valve assemblies (18) with a fixed flow cross-section for the compression and/or decompression phase and with a hard performance curve, hydraulically paralleling the flow-regulating and/or shock absorption systems.

5. Dashpot as in Claim 1, characterized by previously adjusted pressure-dependent valve assemblies (18) with a fixed flow cross-section for the

10008895-120701

compression and/or decompression phase and with a soft performance curve, that can be activated and deactivated individually or separately, hydraulically paralleling the flow-regulating and/or shock absorption systems.

6. Dashpot as in Claim 1, characterized in that the flow-regulating, flow-constricting, or shock-absorption systems are accommodated in a separate component, preferably in the form of a flow regulating block (41) outside the dashpot and communicating with it by way of hydraulic-fluid lines.

7. Dashpot as in Claim 1, characterized in that the flow-regulating, flow-constricting, or shock-absorption systems are accommodated in or on its piston (3).

8. Dashpot as in Claim 1, characterized in that the flow-regulating, flow-constricting, or shock-absorption systems are accommodated in or on its bottom valve (46).

REMARKS

Applicant has amended the claims to express them in more definite form to avoid multiple dependency.

A copy of the claims with markings to show the changes that have been made, is enclosed.

Respectfully submitted,

Max Fogiel

Max Fogiel
61 Ethel Road West
Piscataway, New Jersey 08854

Phone: (732) 819-8880

I hereby certify that this correspondence is being deposited with the United States Postal Service as Express Mail in an envelope addressed to: Commissioner of Patents and Trademarks, Washington, D.C. 20231 on.....

EK 759272966US
Express Mail No.

M. FOGIEL
Name of applicant, assignee or registered representative

Max Fogiel
Signature

12-7-01
Date of Signature

10008895-120701

VERSION WITH MARKINGS TO SHOW CHANGES MADE

Claims

1. Regulated dashpot with shock-absorption force controls, especially intended for motor vehicles, with at least one flow-regulating system including one or more shock-absorption components for the compression phase and/or for the decompression phase, characterized in that at least one valve assembly is supplied with variable flow impedance by a regulating valve (5, 6, 26, or 31).

2. Dashpot as in Claim 1, characterized by at least one fixed bypass valve (7, 19, 20, or 33) with a constricted cross-section hydraulically paralleling the flow-regulating systems.

3. Dashpot as in Claim 1 ^e [or 2], characterized by at least one flow regulating system for the compression phase and at least one for the decompression phase in the form of regulating valves (5 & 6) with a variable flow constriction.

CLAIM 1
4. Dashpot as in [one or more of Claims 1 through 3], characterized by previously adjusted pressure-dependent valve assemblies (18) with a fixed flow cross-section for the compression and/or decompression phase and with a hard performance curve, hydraulically paralleling the flow-regulating and/or shock absorption systems.

CLAIM 1
5. Dashpot as in [one or more of Claims 1 through 4], characterized by previously adjusted pressure-dependent valve

1 assemblies (18) with a fixed flow cross-section for the
2 compression and/or decompression phase and with a soft
3 performance curve, that can be activated and deactivated
4 individually or separately, hydraulically paralleling the flow-
5 regulating and/or shock absorption systems.

6 CLAIM 1

7 6. Dashpot as in [one or more of Claims 1 through 5],
8 characterized in that the flow-regulating, flow-constricting, or
9 shock-absorption systems are accommodated in a separate
10 component, preferably in the form of a flow regulating block (41)
11 outside the dashpot and communicating with it by way of
12 hydraulic-fluid lines.

13 CLAIM 1

14 7. Dashpot as in [one or more of Claims 1 through 5],
15 characterized in that the flow-regulating, flow-constricting, or
16 shock-absorption systems are accommodated in or on its piston
17 (3).

18 CLAIM 1

19 8. Dashpot as in [one or more of Claims 1 through 5],
20 characterized in that the flow-regulating, flow-constricting, or
21 shock-absorption systems are accommodated in or on its bottom
22 valve (46).

23

24

25

26

27